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War-Craftsman

VOLUME 1

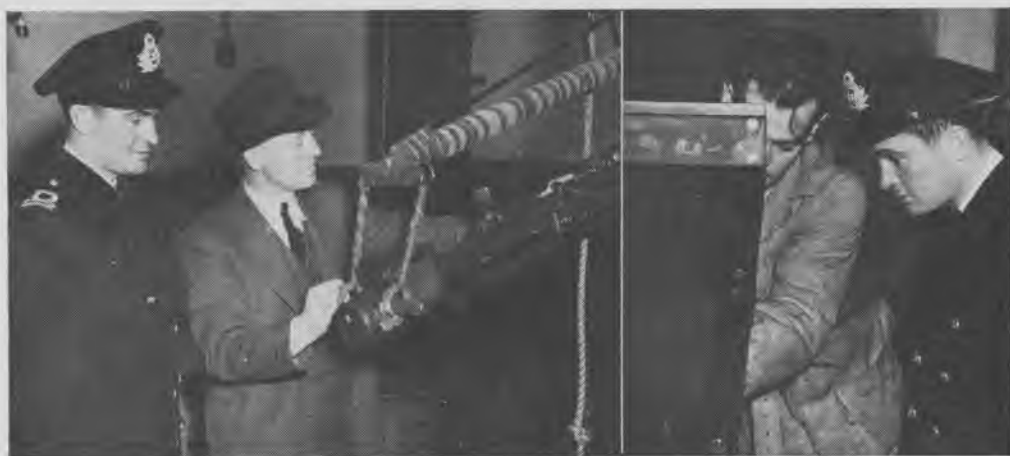
FEBRUARY, 1943

Number 4



SAMPLE SINEWS OF WAR produced by our Walkerville engine plant are here shown completed and ready to power many of the military vehicles that will carry the war to Hitler's backyard. Viewed as the heart of our mobile might, these Chevrolet engines are second only in importance to the heart of our fighting men. The modern soldier goes to war on wheels and is supplied with munitions and food by army trucks whose engines must be able to take severe punishment. That we workmen realize this fact is evidenced by the Walkerville plant's high rate of production. The skill of G.M. craftsmen is shown by the remarkably few engine casualties on the fighting front, where our army trucks and other fighting machines keep rolling.

Finds It Harder to Face Home Folks Than the German Stukas



KEENLY INTERESTED in the Oerlikon, Lieut. Robt. MacMillan, D.S.C. and Bar, hero of Tobruk, listens (left) while Bert Coggins explains how the famous anti-aircraft gun is mounted in a General Motors plant. At right, Curtis Russell shows Lieut. MacMillan the controls on a new type mounting.

It's harder to face the home town folks and be presented with the key to the city, than it is to stand on the bridge of your ship and fight off repeated attacks of Stuka bombers.

That's what Lt. Robt. C. McMillan, Distinguished Service Cross with bar, says—and he means it—and that's why he was glad nobody knew him or recognized him when he strolled through the war production departments at the Oshawa factory the other day. He was not too bashful to stop and chat with the men on flame cutting apparatus or gun pivot honing machines. Indeed, he was enthralled by the mechanical wizardry turning out the weapons he wishes he had in the Mediterranean. But it was not until after his visit that workmen realized they had been talking to the commander of one of the toughest little ships in the Royal Navy and one of Canada's heroes.

Lt. McMillan got his D.S.C. and bar, according to his own story for "a certain amount of what they call devotion to duty." If you dig deep enough, you find that it took the form of knocking Axis dive bombers out of the sky, over the harbour of Tobruk last summer, where McMillan's mine sweeper fought every day for its life and swept mines out of the harbour approaches at night. The little ship withstood fifty attacks; brought down five Stukas for sure and seven probables and played a heroic role in the North African battle, before a direct hit just forward of the bridge sent her to the bottom.

Lt. McMillan was on the bridge at

the time and his description of what a direct hit means was brief and to the point. "It just makes a crater," he said; "doesn't blow the sides of the ship out exactly but springs the plates and she is a goner. Some of the men we never saw again, but we got all the wounded off. I was on the bridge. My quarters immediately below me were a shambles but the blast seemed to stop there."

The fight was hottest when Tobruk was under siege. Surrounded by a perimeter action at that time, it was fatal to move around in the harbour during the daytime. Enemy observers down the coast would report such movement and there would be a rain of shells, so the little ship just stuck to her anchorage and took on the dive bombers, one by one. On one occasion, after a lull, McMillan and his men were swimming 'in the raw' when a group of Stukas came over. They all got back promptly to action stations and commanded the guns in the nude, fighting off the enemy planes.

"Men, this is hardly becoming the dignity of His Majesty's ships" said the skipper. One chap, reached for a towel, said "Aye, Aye, Sir" and tied it on.

Lt. McMillan left the General Motors plant astounded by the variety of war stuff and particularly delighted with the Oerlikons. "These anti-aircraft guns" he said, "will do far more execution than the little .50 calibre machine guns which were all we had to fight off raiders."

"Keep the stuff rolling out, boys" he said, as he left.

SEND YOUR COPY OF THE WAR-CRAFTSMAN TO A FRIEND OR RELATIVE IN THE ARMED FORCES

The military scene changes so quickly that it is impossible to send regular copies of the War-Craftsman to General Motors men in the Armed Forces with any degree of certainty that they will reach the men to whom they are addressed. Friends and relatives of the men are in closer touch with their activities and we know it would be appreciated if the War-Craftsman were sent on after it is read by employees. We have received a great many requests for copies from our men in uniform which would indicate that this would be a welcomed activity for our readers to undertake.

Be sure to attach a letter when

you send the paper. In the hundreds of letters received after the recent dispatch of Christmas boxes by the company and various employee organizations to our men in the Armed Forces, one sentiment was the keynote. "We are glad to know that we are not forgotten by our friends in General Motors" say the men who represent us in the fighting fronts.

So let's keep the home fires burning in the hearts of our men on the front line. Send them your War-Craftsman. Write them often. If you have not already written to the chap in your Department who used to work next to you, he will appreciate hearing from you.



How Do You Keep Fit For Your War Job?

Benny Strongest works on the assembly line. His increased interest in physical fitness grew out of the fact that the shift on which he works finishes earlier in the afternoon than did his peacetime work. This extra time has gradually been devoted to various forms of outdoor exercise and with them an ever increasing interest in general physical fitness.



Melody Van Elstine, Regina Industries, decided to walk to and from work as an outdoor compensation for the long hours spent inside the plant. Right away she began to feel more peppy. Melody decided that diet could make her physical fitness even more complete. She sums up by saying: "Now I am doing more strenuous work but enjoying much better health."



Always interested in physical fitness, Erna Firus of the Regina plant, recently started taking exercises designed to offset incorrect posture resulting from continuous hours of work in the same position. Erna finds that the resultant improved appetite adds no extra weight and she feels better than ever before.



Stella Rudychuk of Department 30 at B.C.I. says swimming or bicycling once a week all the year round helps her keep physically fit. "I also play basketball and any other sport where I can get lots of fresh air and exercise."



"I keep physically fit by playing hockey for the Colonial Tool Company Team, of the Windsor City League" says Louie Brunell, B.C.I. checker on material handling. I eat my meals at regular hours and have plenty of rest. This I consider to be the most essential part of keeping fit and well, to be on the job every day. When working hours are longer and demands on industry are greater, it is essential that every man and woman keep fit physically."

"Don't worry, keep working and above all, eat plenty of good wholesome food," said Earl Norris, of the Cylinder Head Department at Windsor. "I have two sons in the Navy, so I watch my health in order that we can deliver the ammunition to keep the boys fighting. We cannot let our health decline in these days."



Charles S. Smith, Inspector at Windsor Plant, says: "I try to balance my diet so that I will get all the necessary vitamins to keep my health in good shape. After a long day at the shop I go home and have a good hot meal and then, after reading the daily paper and doing the odd chore, I go to bed early, because plenty of rest is as essential as good food."



"I get up bright and early in the morning, eat a substantial breakfast and leave for the shop in plenty of time so that my nerves will not be broken down when I arrive." One or two nights a week I get some diversified entertainment, such as skating or a party of some nature to offset the routine."



This comes from Stanley J. Major of the Windsor Motor Plant, Camshaft Department.

"Eating nothing fried and very little pastry is my formula for keeping in shape to play hockey" says Earl McMaster, employee of the Oshawa enamel plant, "and I know if you keep in shape to play hockey you can't help keeping in shape for your job." Earl plays for the Oshawa-Whitby Lumber Kings in the Intermediate O.H.A. circuit.



Olive Frise thinks that bowling is one of the best ways to keep fit in the Wintertime. Olive holds the highest average to date in the Parts Department Ladies Bowling League. A 2-game score of 303 and 224 was marked up to her credit the night after this picture was taken.



"Out-of-door sports and good food are the main supports to anyone who wants to keep fit," according to Alex Barclay of the Aircraft Division, Purchasing Department in Oshawa. "No matter what happens keep your chin up and don't worry because worrying is the best assistance disease germ can have."



Service Flag Shows 2445 In Uniform

**Banner to be Constant Reminder
of GM Men and Women Serv-
ing in All Parts of World**

Hundreds of General Motors war craftsmen gathered in the North Plant recently for the formal presentation of a Service Banner to the employees. Unveiled at the head of the Tank Line, the large handsome flag revealed the number 2,445 imposed on the background of a silver maple leaf. The figure represents the number of employees from factories, offices and dealerships now with the armed services in many parts of the world.

Turning over The Service Banner to the employees, General Manager W. A. Wecker pointed out it was not only a tribute to those in the services but a reminder to those on the production job to do their utmost as soldiers of industry back home. Fifty employees, he said, had already been reported as killed, missing or prisoners.

Ed. Butler who was recently discharged from the army after active service, received the flag on behalf of the employees. Mr. Butler had four sons serving in the present war. One was recently killed in Libya; another is a prisoner of war in Hong Kong and two others are overseas with active service units.

The flag will be circulated among divisions of plants in Oshawa to be seen in each place for at least a week, before it is placed permanently inside the entrance of the main lobby of the general office.

Duplicates of this flag are now being completed and will go to our plants at Walkerville and Regina, where they will be similarly presented and displayed

... A Tribute and a Reminder ...



THREE CHEERS FOR G.M. FRONT LINE MEN. This is a section of the crowd that gathered to witness the presentation of the General Motors Service Flag. The revelation that so many former workmates were in the armed forces came as a surprise to most of the men and women interviewed after the ceremony was over. With so many G.M. people in active service and increasing numbers of warcraftsmen in our plants across Canada we may well and truly say "Victory is Our Business" both on the home and fighting fronts.



SERVICE FLAG RECEIVED ON BEHALF OF EMPLOYEES. A fitting choice as recipient of the Service Flag was Ed. Butler, shown shaking hands with General Manager Wecker after the latter's presentation speech. Formerly in the service himself, Ed. has three sons now serving in the war and a fourth who has given his life for the cause of freedom. In a brief reply to Mr. Wecker's address Ed. Butler (right) said in part: "I am pleased to have the privilege of receiving this flag on behalf of my fellow employees, and I feel that all of us at home should think of nothing else but what we can do for Victory."



THE FLAG IS UNVEILED at the end of the tank line by J. B. Highfield, General Manufacturing Manager, second from right. General Motors World War 1 Veterans shown in the background formed the guard of honour. R. B. Reddock, Industrial Relations Manager, was in charge of proceedings and introduced those taking part in the presentation. Also on the platform during the ceremony and taking part in its arrangement were E. J. Umphrey, Director of Sales and T. R. Elliott, Public Relations Manager. Mr. Wecker, the new General Manager, stressed the point that this was an occasion when all G.M. folks were equally united in honour of our men in the Service and of our country's struggle for the cause of right.

NEWS FROM GM MEN IN THE ARMED FORCES

VANCOUVER GM GIRL MAKES GOOD IN AIR FORCE

An employee in the Vancouver zone office for 5 years prior to enlistment in the R.C.A.F. (Women's Division) in March 1942, Miss Lorraine W.



Miss Lorraine W. Drury

Drury is now Assistant Section Officer Lorraine W. Drury, R.C.A.F. (W.D.)

Miss Drury joined the R.C.A.F. (W.D.) in Vancouver and went to Toronto for her training and from there was posted to the R.C.A.F. Training Centre in Dauphin, Manitoba.

At Dauphin Miss Drury was chosen to return to Toronto to take an Administrative Course where she graduated as a Commissioned Officer and is at present stationed in Windsor as a Recruiting Officer.

It is believed that Miss Drury was the first woman from the Western Division of G.M. Products of Canada, Limited, to join the forces.

LIKES ENGLAND

After a year in England, Pte. George Sim writes an airograph to say that the "Mother Land" has been very kind to the Canadians. George, who was stock-keeper at Lyndhurst Motors, is now with the 11th Army Tank Battalion and regards his visit to Britain as a grand experience. He shared the contents of the Christmas box from GM with some of his "grand English friends." He liked best the maple leaves, for sentiment, and the maple sugar, for eating.

SAVED FROM A BEARD

Three actual autumn maple leaves created a sensation in the mess of H.M.S. Fox in Old London. You see, there is only one Canadian in that mess and that's LAC. Fred Grahame, and when he got his Christmas parcel he was as proud as Punch, showing the Canadian foliage to the Britishers. Moreover, he says, the razor blades in the parcel saved him from the horrible fate of growing a navy beard. Fred wrote his note just as he was about to leave "on duty."

Fred doesn't know how he landed up attached to the Navy. Employed with a dealer at Teulon, Manitoba, he enlisted at Winnipeg, spent four months defending a Western Canada airfield against jack-rabbits, became a radio mechanic, spent three days at Iceland en route to Britain, saw H.M.S. Hood there about a month before she went down, missed the last blitz on London by a short margin, then took another radio course. Also he spent Christmas eve in the jail-house in a Welsh town because there didn't seem to be any other accommodation. Now he's with the Navy and seeing Action.

"UNITED WE STAND"

"It's surprising all the boys I meet in the Forces who used to work for General Motors," writes Carmine DiBiase from Jacques Cartier Barracks in Montreal. "I meet all the boys and we all feel good when we start to talk about GM. Now I realize what a part General Motors is taking in this war. It seems that all the trucks and cars I see are General Motors. It means a lot to see our old firm taking its part in the war like this. Yes, GM is right

there in the front line doing the job.

To the boys still working back home, don't get discouraged. It is better to fight together and win the victory. United we stand, but divided we fall, so come on boys, there's a war on and we've got to win it." Carmine mentions how much he enjoyed working as a stock-keeper for GM back in civilian life.

YOU BUILD 'EM, WE'LL USE 'EM

Gunner Clifford J. Ryall writes from "Somewhere in Alaska"; "Well, I sup-



Gunner Clifford J. Ryall

pose everyone in the G.M. Plant at Windsor is busy turning out the tools of war. You fellows keep up the good work and we'll put them to good use. The Chevrolet truck is doing a wonderful part in this war and is standing the racket very well. Tell the boys I'll have a lot to tell them when this is all over."

TO BE ARMY MAN AFTER WAR

Pte. Henry R. Archibald, Windsor



Pte. Henry R. Archibald

Tool Grinder writes: "I think I'll stay in the Army even after the war." "This life really agrees with me. Say hello to the boys for me and keep turning out the equipment because we can use it."

G.M. TRUCKS ON TIMBER JOBS

From Scotland, where the Canadian Forestry Corps is getting out big timber for the Canadian Army, Lance-Corporal E. R. Fuller tells of an unusual phase of the active service work. "Each Company," he says, "has its own camp, its own wood-cut and saw-mill. We have lumberjacks and tradesmen of all kinds. If anyone tells you they don't work hard in the army, tell them I said they are liars. We really keep on the move. G.M. Trucks are on the job here, too, and the boys prefer them to all others."

GM Hockey Sweater Prized Possession of Eskimo Belle

From Cpl. John H. Benson, formerly of the G.M.C. Truck Branch in Montreal we recommend the following interesting letter:

"You asked me to tell you a little about my history in the service and also my correct address. Well, I have been in the Air Force three years. I graduated from St. Thomas two years ago as an Aero Engine Mechanic and I am now a Flight Engineer with No. 12 Communication Squadron, Ottawa.

I just came back from Labrador a few weeks ago, and I saw something in an Eskimo village that I thought was quite interesting. We flew down to Labrador in the morning and we were leaving the next day. Well, for the lack of something to do, our whole crew took a walk down to have a look at the Eskimo village which is about five miles from the station. It was all very interesting and new to us as we were looking around I noticed, and as I thought, a familiar sweater on one of the Eskimo women, and when I got a little closer to her, boy did I get a surprise. It was a General Motors hockey sweater. I asked her where she had got it, and she told me one of the tourists had traded it with her for a pair of seal skin boots three years ago, at the Hudson Bay Trading Post, and she also told me it was her Sunday-best. I can tell you it was really something to see a walking ad for good old G.M. in an Eskimo village in Labrador."

Write address in large BLOCK letters, wholly within this panel.

TO: GENERAL MOTORS OF CAN. LTD.
OSHAWA, ONT.
CANADA

644324

Write the message very plainly below this line.

Sender's Address (CAN.) R93234
CPL. BEESTON W.H.
3046 ECHOLON
R.C.A.F. - OVERSEAS.

DEC. 15/42

Dear Sirs & friends of good old G.M.
May I take this opportunity of thanking you, sincerely, for your lovely parcel, safely received today. And assure you all that your kind thoughtfulness is more than appreciated. I cannot begin to tell you of the feeling that I had on opening same, to find your card with the three maple leaves on top. That is something that one can never, really explain; that old lump in the throat seems to prevent you from saying more than, Thank you, so much.
We are all hoping that soon now the day of days will arrive when we can be back with our friends once more. Until then, May I wish you all continued success and the Happiest of New Years.
Sincerely & Gratefully Yours
Les. Beeston

This space should not be used.

MAKE SURE THAT THE ADDRESS IS WRITTEN IN LARGE BLOCK LETTERS IN THE PANEL ABOVE

THE NEW AIRGRAPH LETTER, a most interesting example of which appears above, is the fastest way to get your message from home to your men in the overseas services. Reproduction is difficult so women are especially warned against imprinting a kiss on the letter, since the lipstick they use is likely to blur the writing, making it illegible on the photographic reproduction. Apply at your local Post Office for the form necessary to write an Airgraph.

An Accident Puts Him Back on Home Front

An accident is keeping Dave Graham, 20, from landing on enemy territory as a paratrooper . . . so he is helping at Regina Industries to send over the guns.

When he was 19, Graham enlisted in the Army Service Corps and trained at Red Deer, Alta. Then he went to a trades school at Hamilton and he was there when they asked for volunteers for Canadian paratroops.

Graham, quick as a flash, volunteered.

He was with the paratroops training at Helena, Mont., for two and one-half months when he broke his right leg and suffered dislocation of a cartilage of the right knee in a jump from an aircraft.



Dave Graham

He was invalided home, and today is operating a circular saw and a hack saw at Regina Industries as his contribution to the war effort.

He has no chance of getting back into the army, a life he

would have preferred to continue.

But being out of the paratroops is his biggest disappointment because to him they are in the "best outfit in the world."

And how do those boys feel when they jump from an aeroplane?

"Scared stiff," says Graham, quite frankly. "But there are no physical sensations. You step out of the plane and you feel the wind hit, you, then you seem to be floating in space.

"But when you step out - - - boy! Are you scared?"

Women In Industry

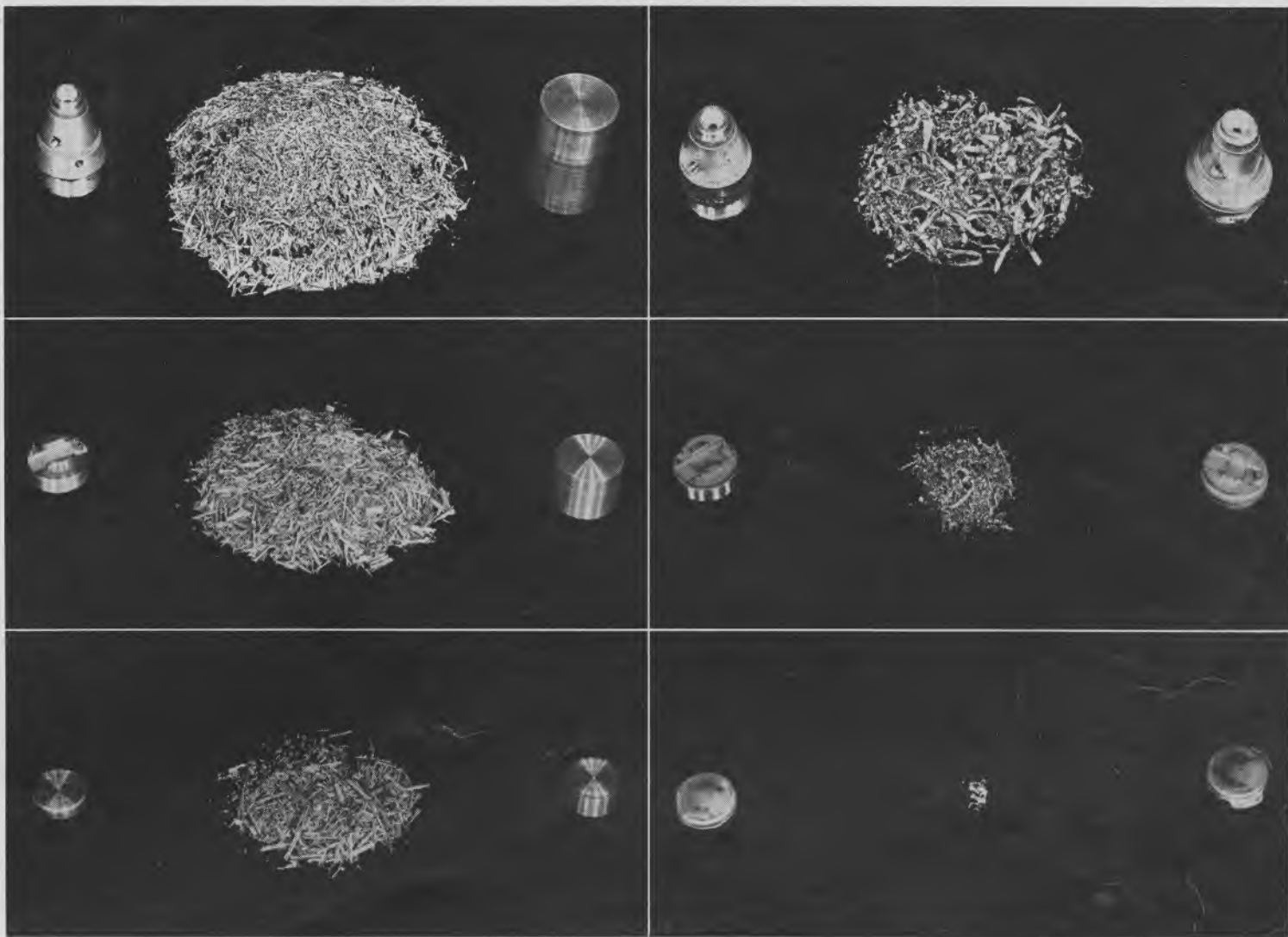
Women welders have made their appearance at Regina Industries. Most of them admit it's a man's job, but they add "we can do it just as well."



Miss Connie Musgrave

And, they can. And are. Typical of the women welders is Connie Musgrave, of Moose Jaw, Sask. Miss Musgrave said she took a welding course at Moose Jaw Technical School because she "just wanted to help." Today she is helping . . . operating arc welding equipment at the prairies plant.

OLD METHODS vs. VICTORY METHODS



SAVING ESSENTIAL WAR MATERIALS AND TIME at McKinnon Industries. Top left shows 1600 grams of fine brass scrap resulting from old method of machining fuse bodies from brass bar stock. Top right shows 73 grams of zinc scrap on same operation with new method of die casting fuse bodies from a zinc alloy. Savings amount to fifty million pounds of brass per year and releases \$200,000.00 worth of machine tools for other uses. Similar operations on fuse magazines and bottom caps achieve comparable savings.

FUSE PRODUCTION AT MCKINNON INDUSTRIES AN EXAMPLE OF TECHNICAL PROFICIENCY

Conversion of the automotive industry to production of war materials has resulted in some spectacular economies in time, labour and materials both as regards the volume of skilled labour usually required, substitutions for critical materials, and simplification and speeding up of manufacturing processes and modifications in design. An apt example is mass production of fuses at the McKinnon Industries Limited, St. Catharines, Subsidiary of General Motors, where substitution for critical metals, simplified procedure, streamlined inspection, and reduction of essential machining have cut the cost of fuse manufacture by almost two-thirds.

Originally these fuses were machined out of bar brass, a critical metal. The process was costly and more than half of the brass for each unit was machined off and returned as scrap. Today the fuses are being made of a zinc alloy, by a die casting method which is fast and accurate and which requires only a fraction of the machining required by brass fuse bodies. A comparison of metallic weights and costs is illuminating, although the substantial saving achieved here is only a fraction of the total savings effected by other improvements analogous to the modified procedure. The result of this substitution has been the saving of three million, six hundred and thirty-three thousand and eight hundred pounds per month of a critical metal, brass. In its place, only one million and forty-two thousand and five hundred pounds of a much less critical metal, zinc is

used. The cost of fuses to our government has now been reduced by approximately 70%.

The alloy employed in the die casting method is 95% zinc with fractional percentages of alloyed aluminum and copper. The fuse body is cast to size on the majority of its dimensions. The only locations machined are threads and undercuts which cannot be cast because the core must be withdrawn.

There are a few qualifying operations where depths of holes and finishes are critical and a very slight cut is skinned off; but the amount of stock removed in these operations is being steadily reduced as experience narrows the margin of accuracy the die casting method permits. The high volume of production has afforded the opportunity for rather extensive research on even the most minor operations because, characteristically of the automotive industry, saving even a fraction of a cent is considered in terms of total economy in relation to production of millions of a given item.

Inspection during production of any article which is to contain explosives is necessarily minute and exhaustive. Burrs, ragged edges or rough surfaces present hazards to the insertion of explosives and must be eliminated, without exception. They would also be a hazard against obtaining positive detonation at the high temperatures necessary to ignite the lower charges of explosive in the shell to which the fuse is applied. And for these same reasons, dimensions must be held to

precision limits to ensure the explosives fitting accurately in their components.

Minute inspection is costly in terms of time but the application of mass production technique is steadily reducing this cost factor. This has been accomplished by using motion study together with scientific combinations of gauges to make it easy for inspectors to perform rapid, accurate inspection. In one instance, that of the die cast magazine body, as many as 57 dimensions with tolerances to several thousands of an inch are measured in 50 seconds.

These improved methods of inspection are applied as generally as possible. Thus, the original inspection of fuse bodies required eight inspectors using loose hand gauges while today these gauges are mounted in order in front of one operator who checks each dimension in proper sequence—a net time saving of over thirty thousand hours per month. This streamlined inspection method, applied to fuse magazines, requires only two operators to inspect 600 pieces per hour, while the previous method allowed only 115 pieces per hour—a time saving amounting to almost four thousand hours per month.

Besides the magazine and body, the bottom cap for the fuse is die cast. The thread in the cap is so accurately cast that only one machining operation to remove the flash from the casting, and at the same time face the piece to length, is required.



Now It's "Tanks By Fisher" and . . .

First All-Welded 30-Ton Tanks Built by Fisher Body in U.S.

The Fisher Body Division has already completed a large number of the latest type Land Dreadnoughts—the all-welded M-4, in the new tank plant built by the Division for this special purpose.

Six months after ground was broken for the new plant the first big tank was shipped to the fighting forces.

Lines of freight cars loaded with tanks wrapped in protective covering, like shrouded giants, now leave the plant almost daily.

When the United States entered the war the welded M-4 was only in a blueprint stage. In January Fisher Body received the contract to build the new type battle wagon. The first tank was not scheduled to be built until the new plant was completed, but engineers went to work in another plant immediately. Fixtures and tools for the new models were designed and built, the tank itself was designed for welded construction and the first of the new M-4's was turned out in 47 days.

A large test area, including a one-mile concrete track, has been built adjacent to the new plant. As each tank comes off the line it is given a gruelling test run, inspected and then loaded on cars for immediate shipment.

Thus since Pearl Harbor a new and vastly improved design of tank has been developed, a mammoth plant has been rushed to completion and powerful new machines to attack the Axis are pouring from it each day.

Already, it is learned, the M-4's have had their baptism of fire and have stood up well under the test.

First All-Welded Tank Hulls Built By GM In Canada

General Motors of Canada is also in full swing production on an all-welded tank job, as shown in the pictures on page 7. However we produce only the lower tank hulls and they are designed for a slightly different type of battle wagon than that of the Fisher Body Division.

In a remarkably short time the mass production of tank hulls has been accomplished and they are now being shipped regularly to another plant in Canada where the complete tank is assembled.

The domestic car production line formerly occupied the space now used for building and assembling the new tank hulls.

The same kind of adaptation to the handling and producing of a much heavier type of construction than in peacetime has been necessary in Canada, just as it was necessary at Fisher Body. Men who were not familiar with this type of work have been quickly organized into a smoothly running production unit.

New fixtures and tools for the heavy tank hulls had to be designed and built but once again mass production "know how" did the trick.

As evidence of the type of adaptation of which this plant is capable—a single turnover fixture was devised which turns the whole assembly over for welding bottom plates after the side and sponsons have been put together. This fixture is a sample of how ingenuity enables production to continue with no interruptions from the flame cutting of the original sheet metal to the final assembly of the tank hull.



WITH THEIR HARD-HITTING 75MM CANNON pointing upward in a formidable line, these all-welded M-4 tanks built by Fisher Body are lined up waiting inspection after having been given a stiff test run. Tanks such as these are rolling off the assembly line in a new Fisher plant which reached volume production just six months after ground was broken.



SIX MONTHS AGO THIS WAS ROLLING FARMLAND. Now a gigantic new plant has been built and powerful M-4 tanks are being turned out by Fisher Body on the vast assembly lines pictured above. The plant was started in January, and by July quantities of the newest type American tank, the all welded M-4's, were being shipped out of the plant in train-load quantities.



LAYING THE TRACK FOR A NEW TANK is one of the most spectacular operations in building of these 30-ton giants. The picture above was taken at the new Fisher Body plant where the powerful all-welded M-4 machines are being produced in train-load quantities. Tanks began rolling out of this plant just six months after construction work on the building was started.

General Motors of Canada Too



These are the first pictures of tank production at General Motors of Canada. They show some of the operations along the assembly line. Official visitors have commented on the speed with which our men have adapted themselves to this new type of work.



WELDED FROM BEGINNING TO END OF PROCESS—even the smallest parts of this huge tank hull are put together by the welding process. Jack Wild is here seen welding a rear end plate sub-assembly. The whole job is timed so that sub-assemblies are completed to synchronize larger operations.



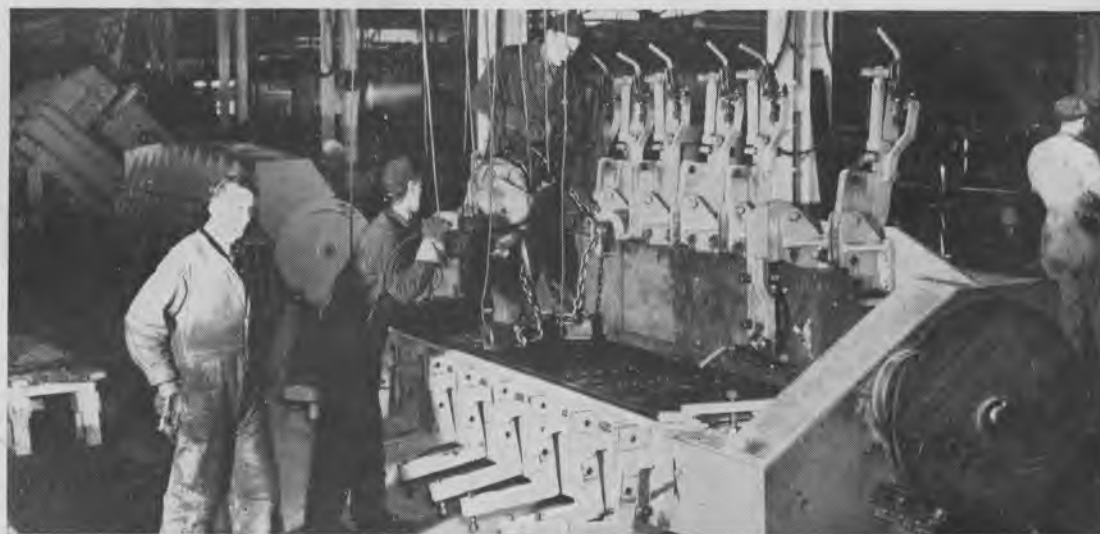
AN EXTERNAL FIXTURE HOLDS ALL THE SUB-ASSEMBLIES of the hull together prior to final assembly. Shown in this picture are, left to right: Andrew Muha, Melvin Wotten and Clarence Fenton. In this fixture the sides sponsons and bulkheads are welded into one unit.



EACH BULKHEAD HAS TO BE CUT TO A SPECIFIC PATTERN. This is done by means of flame cutting with a magnetic tracer. Roy Wellman is here seen operating the machine which traces the outline without guidance until the job is completed.



BEVELS FOR REAR END PLATES are flame cut before being fitted to the sub-assembly. Douglas (Red) Calhoun is shown cutting the 10 degree bevel on the rear end plate. Another machine at this stage in the production carries two flame cutters which the operator can set to make two bevels simultaneously at any desired angles.



ARTHUR (LUCKY) COLE, EDWIN COCHRANE AND RUSS LINDSAY are here seen putting the side plate and sponson into the sub-assembly fixture to be welded together. For the information of non-technical people, the "sponson" is the top horizontal cross piece shown in the foreground in the picture below.



COMPLETE TANK HULLS ARE WHEELED OFF THE LINE, as shown in this picture. The final assembly is accomplished by a turn-over fixture which revolves the welded sides, sponsons and bulkheads so that the plates may be welded into their position. (White strips at Censor's request)



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• Editorials •

I AM ONE PERSON—in all the vast world of people. Only one. I face a new year—the year of all years whose passing days may hold my destiny.

When this one year has gone—shall I be free to live and hope and dream? Shall I look upward to clear, starlit skies? Outward where peace has come to renew and enrich the scarred land and calm the troubled minds of men?

Or do I see my destiny mirrored in the tortured faces of millions now slaves? Shall I face life as a Polish youth hardened to the lash? A starving Greek who will not die—because perhaps tomorrow there will be the miracle of freedom?

I am one person. What part shall I play? What is the power of one among so many? Shall I stand helpless in a world of people wanting peace? Shall I admit that one, alone, can find no way to help?

I want an end to war and killing. An end to infinite sorrow and anguish. An end to pain.

I want to return to sanity and decency. To a world of laughter and light. A world of young men and young women together—full-hearted and unafraid.

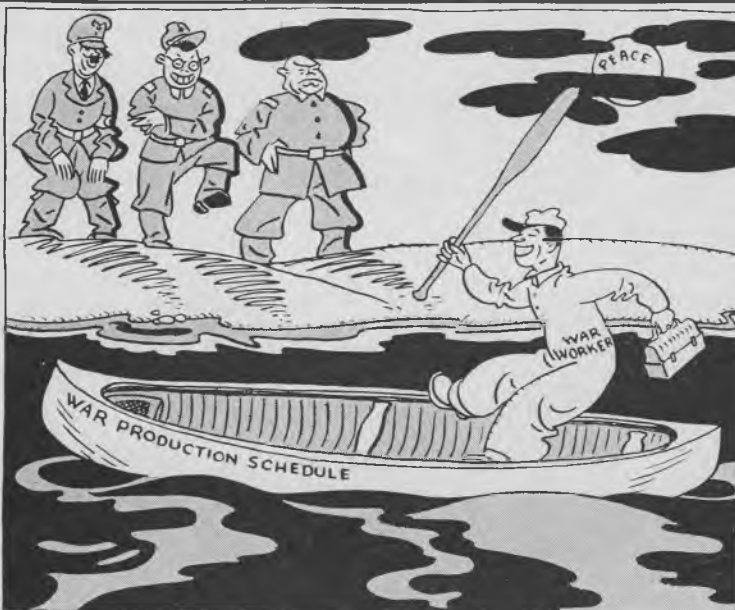
This is the dawn of a new year. And there are millions who stand as I stand . . . wondering . . . alone.

But we are the millions—together! Together we hold the power to make the world free. Without us—there would be no world. As there would be no desert without each grain of sand. No sea without each drop of water.

And I see the dawn of a new hope. A rising multitude moving with one heart—one determination—one faith—to sweep greed and murder and despotism from the earth—to restore the world to freedom and to peace.

And I see my place. To fight—as each one must fight. To follow the course of my own duty to myself and to my country. To see clearly the individual responsibility that is mine alone. To live and work and give and fight and save—as if the future—our future—depended upon me alone.

I shall believe that a nation is only as strong as its people. And I am one of its people. No helplessness of mine—no weakness of mine—no neglect of mine shall lessen my country's strength. There will be no rest for me until peace and justice return. For it is a better life I am fighting for—and this may be the year that holds our lives and our destinies in its passing days. —Courtesy Saturday Evening Post



How to delight the Dictators.

HELP WANTED

These are GM men in the armed forces whose addresses we have been unable to secure. Information concerning their whereabouts would be greatly appreciated by the Editor of "The Front Line," our paper for the men in the Armed Forces. Please write if you can help us.

A

Lloyd Abbey; John W. Andison; Alexander Anonichuk, William H. Atyeo.

B

Albert Bahlleda; Dalmain C. Bailey; Walter Bain; Herbert E. Bathe; Thomas G. Beckett; Sheldon S. Behnam; Norman W. Bjorndahl; John R. Bircher; Clifford Bonner; Harry E. Boothby; Neil Currie Boyles; Leonard C. Bradley; Francis E. Brant; Hubert L. Brennan; Harold C. Brown; William Edward Brown; William J. Burr; Edward C. Butler.

C

Harold W. Calford; Guy L. Castonguay; Harold O. Cameron; Cecil Chambers; Clifford M. T. Chambers; Alfred Cloutre; Nick Code; James Conner; Robert G. Crowe; Allan Crozier; Wm. J. Crumb; Kenneth C. Cummings.

D

Stephen W. Dempsey; Norman F. Dickinson.

E

Dayton J. Ellis; William Emery.

F

James A. Fair; Milton V. Fairbairn; Elmor R. Fairman; Arthur Fanning; William Donald Fergus; Thomas R. Ferguson; Morley C. Finley; Arthur H. Fisher; Geo. E. Forsythe.

G

James W. Galbraith; Burney E. Gibson; Elmer Gibson; David Gilbert; Donald S. Gillies; William H. Goheen; Stanley L. Gomme; Frank Goodman; Paul Guelenchyn; Ralph J. Gulliver.

H

Cecil B. Hamblyn; John Stanley Hammond; Glen Dale Harrison; Wallace W. Hedger; Robt. R. Hendricks; Donald G. Higgins; Ernest K. Hiltz; Douglas M. Hinton; Jack G. Hobbs; W. N. Holtzhauser; Lawrence J. Hope; Roy R. Hopkins; Charles Horrocks; Fergus G. Houlihan; Joffre V. Hughes; John Hughes; Leonard M. Henderson.

J

George W. Jarvis.

K

W. J. Karran; John Kemp; John H. Kitchen; Leo Krantz.

L

Alfred C. Lake; Melville T. Lakey; Thomas Lancaster; Garnet W. Lawrence; Harry R. Lawrence; Norman Lea; William A. Leggott; Peter Lenchak; Geo. H. Lock; John W. Logeman; Harry Lovelock.

M

Frederick D. Maddock; Joseph Maga; Wm. R. Maidman; Samuel R. Mann; Albert D. Marks; William Mason; Reginald R. Masters; Robt. R. Mathison; Walter Mech; George H. Metcalfe; Noel S. Middleton; Charles C. Monk; Harry William Moore; Geoffrey E. Morrison; Horace K. Morrison; Wm. K. MacDonald; William McClelland; William S. McCullough; Grant M. McDermott; James McGhee; Hartley J. McGill; Harry B. McGrath; William J. McIntyre; John McKenna; Howard A. McKay; Lewis H. McLean; George R. Magee.

N

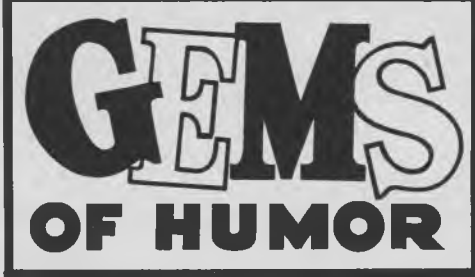
Clare W. Netherton; Joseph S. Nicolson; Douglas B. Norris.

O

John M. O'Donnell; Ronald J. Ogden.

P

James F. Palmer; Thomas L. Peel; Jack R. Perry; William K. Perry; Herbert H. Piatti; William C. Pierson; Clifford G. Pilkey; Albert Wm. Poulter; Thomas W. Price.



The conceited young man was being even more boring than usual.
"It's a fact," he said with pride, "that people often take me for a member of the Guards."
His fair companion wasn't impressed.
"Really?" she drawled. "Fire—shin—railway—mud—or black?"

German Mother: "Remember, Fritz, when you're saying your prayers to say 'Thank God' and 'Thank Herr Hitler'."

Fritz: "What will I say, mother, when Hitler dies?"

Mother: "Oh, dear, you just say, 'Thank God'."

"Mummy," asked the small son of the house, "Daddy wouldn't murder anybody, would he?"

"Why certainly not, dear. What makes you think so?" asked the horrified mother.

"Well, I heard him in the cellar just now saying: 'Let's kill the other two, George!'"

"Yes" the teacher explained, "quite a number of plants and flowers have the prefix 'Dog'. For example, the dog-rose and the dog-violet are well known. Can any of you name another?"

There was silence, then a happy look brightened up the face of a boy at the back of the class.

"Please, teacher," he called out, proud of his knowledge, "collie-flowers."

Young Harold was late in attendance for Sunday School and the minister inquired the cause.

"I was going fishing, but father wouldn't let me," announced the lad.

"That's the right kind of a father to have," replied the reverend gentleman. "Did he explain the reason why he would not let you go?"

"Yes, sir. He said there wasn't enough bait for two."

Two workmen sat down to eat their lunch and one began unwrapping a parcel about 18 or 20 inches long.

"What's that?" asked his friend.

"Well, my wife's away, so I made a pie for myself."

"A bit long, isn't it?"

"Of course it's long. It's rhubarb."

A judge was pointing out that a witness is not necessarily to be regarded as untruthful because he alters a statement made previously.

"For instance," he said, "when I entered this court to-day I could have sworn I had my watch in my pocket. But then I remembered I had left it in the bathroom at home."

When the judge got home that night his wife said: "Why all this bother about your watch—sending four or five men for it?"

"Good heavens," said the judge, "what did you do?"

"I gave it to the first one who came. He knew just where it was."

Daughter of Insurance Salesman: "Daddy, what is alimony?"

Daddy—"A married man's cash-surrender value, dear."

R

Carlton T. Raby; Lawrence Read; Robert J. Read; Alexander Reid; Percy G. Reid; Melville Reilly; Geo. Ritchie; Gregory J. Rivers; Lloyd H. Rorabeck; George D. Rosenplot; John P. Ross; Herbert Hiram Rourke; Louis A. Rousseau.

S

Paul M. Samuel; Donald Sawyer; Orville G. Sellick; Frederick G. Shane; John Shewchuk; Nicholas Siblock; Leopold G. Siekawitch; Borden J. Slack; Arthur S. Sleeman; Merlin J. H. F. Smith; Thomas Sobil; Clifford Solomon; Edward C. Spencer; David N. Spires; Thomas Harold Stapleton; James T. Stephens; James C. Stevenson; Harry M. Stirling; John C. Storer; Donald S. Sugden; Walter B. Sutherland.

T

Richard T. Taylor; David R. Thompson; Reg. C. Thurber; George R. Thursby; Gordon W. Tripp; George Everett Trites; Ernest A. Trott; Albert Turner.

V

Frederick P. Van Luven; John Van Volkenburg; Ralph F. Volden.

W

Lloyd G. Weedmark; Donald H. Wells; Clarence Wendorf; John A. Whitney; Thomas Whitsitt; Frank Wilkinson; Daniel Willoughby; Ralph J. Wilson; Michael Wladyka; Richard G. Wlofe; H. J. Wood; Cyril N. Wright.



Eat Right- Feel Right!

"Nutrition Begins in the Home"

Do you know that what you eat helps to control your general health? Food authorities have been giving more and more attention to the various items of our daily diets. They have discovered the importance of the "balanced ration" in the building of well-knit bones, strong teeth, firm flesh, resistance to disease—good health. They have unearthed such big words as Vitamins, proteins, carbohydrates, calories and so on. But it's not as involved as it sounds. To the right you see illustrated the main articles of food and the amount each person should eat daily to keep going in tip top shape.

These reasonably simple rules can be applied to your lunch boxes so that your meals away from home conform to a general program. Recently, the War-Craftsman took a peek into several lunch boxes of employees at the Oshawa plant and here are the contents:

- 4 Ham Sandwiches
- 1 Jam Sandwich
- 1 Orange
- 1 Piece of Cake
- Small Bunch of Grapes
- 1 Thermos of Tea
- 1 Pint of Milk in the afternoon
- 3 Roast Beef Sandwiches, 6 slices
- 1 Piece Plain Cake
- 2 Ozs. Jelly
- 1 Thermos of Postum
- 1 Orange
- Eight Slices Sandwiches—Ham
- 4 Biscuits
- 2 Butter Tarts
- 1 Bran Muffin
- Thermos of Tea
- 6 Sandwiches—Ham
- 1 Orange
- 1 Pint Tea
- 3 Cookies
- 1 Oz. Cheese
- 2 Sandwiches
- 1 Piece of Cake
- 1 Orange
- 1 Pint of Tea or Cocoa

Certainly it would appear that these are good, husky wholesome snacks for midday but you can judge whether or not this is the case

after you read the Official Food Rules given on this page.

Pursuing the matter farther, we came across another set of lunch box ingredients originated by a well-known dietitian. These are based on scientific, balanced food values. For example:

- Minced Meat and Chili
- Sauce Sandwich
- Parsley Sandwich
- Carrot Sticks Celery
- Raisin Pie
- Milk
- Tomato Juice or Sauerkraut
- Juice (from Sauerkraut)
- Scrambled Eggs and Onion Sandwich
- Cheese and Lettuce Sandwich
- Cherry Tarts
- Milk
- Cream of Onion Soup
- Scrambled Egg and Cheese Sandwich
- Celery
- Bran Muffin with Jelly or Marmalade Filling
- Stewed Prunes Spice Cake
- Milk
- Curry Soup
- (in vacuum bottle)
- Soda Biscuits
- Bologna Sandwiches
- Carrot and Turnip Sticks
- Gingerbread
- Milk or Malted Milk Shake
- Vegetable Soup
- (in vacuum bottle)
- Cottage Cheese and Bacon Sandwiches
- Peanut Butter and Currant Jelly Sandwiches
- Celery Baked Apple
- Milk Cookies

These may or may not appeal to you. The point is that they **do** follow a planned course. Just try the system for a while. You'll be glad you did, for many reasons and you'll find yourself getting more fun out of life.

Now do you see what we mean by the expression—
"Eat right - - - Feel right."

CANADA'S OFFICIAL FOOD RULES OUTLINED

Here are Canada's official food rules. Following types and amounts of food should be eaten daily to protect your health, according to Nutrition Services, Department of Pensions and National Health. These are the minimum requirements of essential foods and larger amounts should be used if possible.

MILK

Adults, one-half pint. Children, more than one pint. Some cheese should be added when available.

FRUITS

One serving of tomatoes, or a citrus fruit, or one serving of tomato or citrus fruit juices, and one serving of other fruits, fresh, canned or dried.

VEGETABLES

(In addition to potatoes of which one serving is needed daily). Two servings of vegetables, preferably leafy green or yellow, and frequently raw.

CEREALS AND BREAD

One serving of a whole-grain cereal and four to six slices of Canada Approved bread, brown or white.

MEAT, FISH, ETC.

One serving a day of meat, fish or meat substitutes. Liver, heart or kidney once a week.

EGGS

At least three or four eggs weekly.

FRESH LIVER OILS

These oils are essential for children and should be given as recommended by a physician. They may also be required by adults.



BUDGET FOR BETTER HEALTH

Divide Your Weekly Food Money This Five-Star Way

(1) **One-fifth or more for fruits and vegetables.** Valuable for vitamins and minerals. Serve at least two different vegetables and two fresh fruits daily (fresh or canned).

(2) **One-fifth or more for milk or cheese.** Each child should have a quart of milk daily; each adult a pint. Five ounces of Canadian (cheddar) cheese have about the same food value as one quart of milk.

(3) **One-fifth or less for meats, eggs or fish.** For body-building proteins — everyone

should have a daily serving from this group.

(4) **One-fifth or less for bread and cereals.** Serve bread at every meal — made from either whole wheat or "Canada Approved" flour. Other cereals once a day.

(5) **One-fifth or less for fats, sugars and accessories.** Butter is valuable for its vitamins. Serve daily. Use other accessories, tea, coffee, sugar, salt, etc., — in moderation, to make the meal appetizing.



Life on Alcan Road is Like Gold Rush Days

Dorothy Williams, well known Oshawa girl and long-time employee at the GM general office in Oshawa, has gone to work on the romantic and amazing new Alcan Highway that stretches from Dawson Creek, B.C., for 1620 miles through the wilderness to Fairbanks, Alaska. In an interesting account of her experiences Dorothy writes:



Dorothy Williams

From Edmonton the train was packed with American soldiers and labourers coming up to work from the States. Two American workmen, one of whom hadn't shaved for a week and wore his working suit of overalls, sat at our table for their meals during the trip. There was a Mountie on the train and he had come through the length of it and thrown out all the liquor before we started which was a precaution that doubtless helped a lot, because the train was nearly a day late in arriving and we had to spend two nights in the sleeping car.

"We arrived in Dawson Creek at 8 o'clock in the morning. Just imagine that you are looking at one of the old western movies about the time of the Gold Rush and you will have a good idea of what this place is like. There are no wells here and you buy your water by the barrel. Gone are the good old days when I took a bath whenever I felt like it, with all the boiling-hot water I wanted. One of the girls here lives at the hotel and the guests get a bath once a week there. She says 'if you're lucky someone will invite you for dinner and a bath.' People put out a card in the window for water like you see for ice back home. But for all this there is 'something' about this country that no one would miss for the world having once felt it.

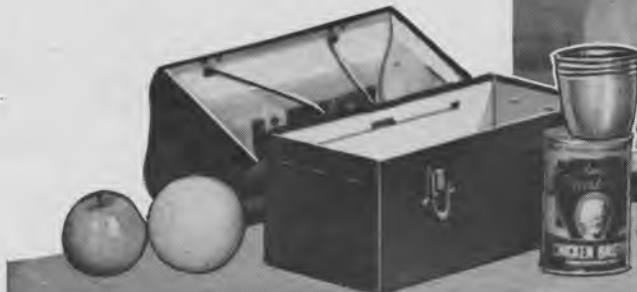
"I learned that I was to be posted here at Dawson Creek instead of at Fort St. John as I had expected, and am to work for Ed. Higgins, former Parts Manager at the Retail Truck Branch in Toronto. Having nothing to do on the Saturday we arrived I decided to go on up to Fort St. John to spend the weekend. It was quite a thrill when we finally landed on 'The Highway.' The scenery is absolutely wonderful. The road has been cut through the forest from Dawson to Fort St. John and when you look to the side of the road it appears as though you were looking over fields but then you realize that it is the tops of trees and that they are growing on the sides of steep hills. We crossed the Peace River on the temporary bridge that is built and on up the road, through lanes of trees, beside winding rivers and along rocky ledges up to Fort St. John."

SCENES ON THE ALCAN HIGHWAY show phases in its development. Top is a picture of the temporary bridge spanning the historic Peace River. The middle picture shows how modern trucks and equipment were taken to the Land of the Midnight Sun to speed the road that may lead to Victory in the East. The photograph below shows a section of smooth highway which a few months ago was uninhabited wilderness.

WALKERVILLE PLANT NUTRITION CONSCIOUS

Here is a typical case of one of our Walkerville engine plant men who has his meals planned in accordance with the best nutrition advice available from the government and other recognized authorities on the subject.

William L. Arnold of the stock department, realizes a fact that is of primary importance to an all-out war



effort. Good food is essential to good health and the good health of our workmen and women is the greatest single asset Canada can have right now.

In Picture No. 1, William L. Arnold of the Stock Department is seen eating a well balanced breakfast, consisting of grapefruit, grape-nuts, two boiled eggs, milk for the cereal, toast and coffee. Also in 1st photo we show his lunch pail ready to be packed. The lunch is made up of an apple, orange, two beef sandwiches and hot soup, which is placed in the thermos bottle. A bottle of milk can be obtained at the cafeteria.

He is shown eating his lunch among pleasant and clean surroundings at the Cafeteria in Picture No. 2. The four facing the camera in the foreground are Clarence Price, William L. Arnold, Earl Morris and Romeo Ladouceur.

The last Picture, No. 3, shows the evening meal at home, which is more substantial, consisting of meat, potatoes and gravy, vegetable and leafy salad, bread and butter, dessert, tea or coffee.

A ROAD FOR VICTORY INTO THE NORTH



SPORT SHORTS

The Oshawa Generals are still well out in the lead of the top Junior Hockey League in Ontario. With 28 points and trailed by Hamilton with 21 points, the Generals look to be a cinch to finish on top of the heap for the playoffs.

The Generals have 1 more home game, on Monday February 15th, with St. Mike's and 3 more out-of-town games before the completion of the regular schedule.

Regina Commandos are now in second place in the Saskatchewan League and only a whoop behind the leaders whom they are expected to overtake and pass before this print gets dry.

Bowling Leagues in all plants are well into the second half of the Winter Season. There will be another summary of league standings and high scores in the next issue of the War-Craftsman.

"O.H.L." stands for the new Office Hockey League, which has been organized with 6 teams from the General Office in Oshawa. Proceeds from the games and social events held by the

organization are to be donated to war charities. Present leaders in the league are the Third Floor Accountants.

Record Bowling Score



A Canadian Record Bowling Score was this week marked up for Anne Reece of the Cutting and Sewing Department at Oshawa, here shown in a snapshot pose far from the action picture she gave a group of admiring spectators in the Oshawa Bowling Alleys this week. After a score of 359 in the first game, Anne got a 361 in the second and wound up with 272 in the third game, making a total of 992 points. This is the second highest Ladies' Bowling Score on record in Canada for 3 games, and an all-time high in these parts. The former high score was held by another GM girl from the Production Control Department, Kay Wells.



Hobby Railroad Takes Five Years to Build

A double track 250 feet long stretching all around the basement of his home — 11 switches, including a double cross-over, 2 engines and 22 cars. This is the result of hobbyist George Weltz's dream that took nearly 5 years of spare time to complete. In this miniature railroad system the train operates off a motor generator set on direct current. There is a complete block signal control system with 48 lights on the control board, operated from a set of batteries. The operator can stand in one position and control the whole system which extends in double tracks around the circumference of the basement of George's home. Rear end collisions are avoided by use of the automatic Block Signal Control.

In addition to visualizing the complete system George Weltz has personally constructed everything that went into its makeup, including tracks, engines, cars and the intricate control system. George has a machine shop for the accomplishment of this work and the system's repair and maintenance, that would be the delight of any mechanical engineer.

"No man could finish a job like this without a great deal of help from outsiders," says George. "Whenever I needed an expert to show me how to make some unusual type of casting or machine operation, or wiring device, I didn't hesitate to ask someone who would know and so you should say that several men have had a hand in building up this set."

Modesty prevents George Weltz, who has been engaged in G.M. organization and office management for 15 years, from saying what we think should be said. This hobby is an accomplishment in technical construction and downright stick-to-it-iveness which is rarely equalled in hobbies or anywhere else.

Paper Commended by B.C.I. of Windsor

We are proud of "War Craftsman" and feel it is an essential contribution to the war effort of General Motors and their affiliated companies, in keeping the employees of these plants informed about the work and doings of people.

"War Craftsman" is edited for the benefit of all employees and their families. It is designed especially to acquaint FATHER, MOTHER, SISTER and BROTHER with the inside information about our own plant.

The Windsor Active Service Club Benefits by Gala B.C.I. Dance

The Red, White and Blue New Year's Frolic at the Prince Edward Hotel, January 15th, was well attended and everybody had a good time. The ladies were clothed in lovely evening gowns, and their escorts wore the colorful uniforms of the fighting forces and business suits. Tails and dinner jackets are out for the duration in Windsor.

The Army Twelve Piece Orchestra was engaged for the occasion and the dance floor was well patronized for the program of twelve popular dance numbers. Windsor's Mayor Reaume briefly addressed the merrymakers, and congratulated them on their effort to help the Windsor Active Service Club by sponsoring this event. The congeniality and friendliness of the crowd was the keynote to the success of the party, and we are proud of the Social Club's endeavour. The comments of the press are appreciated and we quote the Windsor Daily Star:

"Soft lights and sweet music. War workers, lovely in evening gowns in the arms of men in fighting uniforms. Girls who make the tools of war and men who use them, dancing together. A cheering sight. The dance was one of the most orderly ever conducted in a downtown hotel."

The patron and patronesses were: Major H. L. Petrie, officer commanding St. Luke Road Barracks, and Mrs. Petrie; Mr. and Mrs. Jack E. Smith; Flight-Lieutenant A. M. Dunstan; Mr. and Mrs. S. R. Ross; Mr. and Mrs. N. J. Riordan, and Lieutenant A. R. Webster, of the R.C.N.V.R. Barracks.

PICTURE ON RIGHT shows B.C.I. Service Club dance in full swing.

Airwoman Writes to Friends at B.C.I.

Dear Girls and Boys—Dept. 26:

Well here I am at last to say hello to you all. I am now working on a station in Arnprior.

Our station is about one mile outside of the little village of Arnprior. The snow is very deep and a blizzard is howling outside.

I have a wonderful job. My desk faces the flying field. I can see the pilots coming in and out. My job is to keep a record of their flights. It's very interesting except for the fact that every once in a while the books don't want to balance at night.

How are you all keeping? Goodness I'd like to see you again. I haven't been home since I joined up. We are very busy but I hope to get back soon.

I'd like it ever so much if you girls would write me. I promise I'll answer your letters.

I have never taken my bracelet off my wrist. It's still shiny and looks brand new. It always reminds me of you all.

I love the Air Force, it's very grand. I passed my examination with honours. Gee, I just about fell over.

Don't forget Fred and Cy, keep those girls working.

Keep the lines rolling.

Bye now,

Vivienne Bevins.

B.C.Ites Enjoy Sleigh-Ride

The employees of Border Cities Industries have taken to sleigh-ride parties for recreation lately. On Friday, Jan. 8th, about 30 office employees took to the snow-covered roads and fields in the Roseland District to the accompaniment of jingle bells. There were the usual bumping casualties when 30 people try frolicking on a sleigh meant for half as many human funmakers. One of the girls, Fran Smith, who was accidentally pushed off the sleigh and left too far behind to catch up, is reported to have hired a taxi to overtake the rest of the crew and having gotten safely back in the middle of the sleigh, was one of the pushers instead of the pushed for the rest of the ride. Sandwiches, hot drinks and dancing were the final order of the grand opening, chuck full of fun.



CHINA CAN BREATHE AGAIN!



PHIL JORDAN, correspondent for the London News-Chronicle, has seen more of the war than any other newspaperman in the world. In October, 1939, he went to France, then to the Middle East, returning to England to cover the Battle of Britain. Two weeks after the German army crossed the Russian frontier, Jordan flew to Moscow. Sent to Burma, he arrived in Rangoon one week ahead of the Japs, and was then called to India to cover the mission of Sir Stafford Cripps.

Mr. Jordan is a contributor to the New York Times, Life, Collier's and author of a book: "Russia at War".



BY PHILIP JORDAN

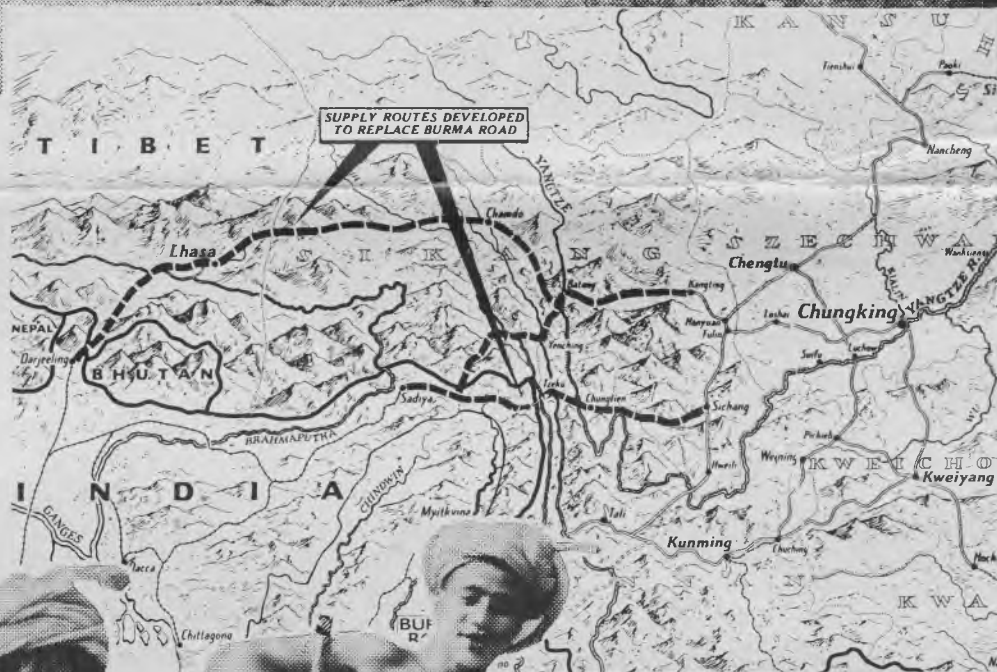
London (By cable)—In this war I've visited 17 countries and the commodity I found common to them all is the General Motors mechanized transport. I paid my first visit to No-Man's-Land beyond the famous Maginot Line in a Chevrolet. I drove to the Russian Front in one, and watched it taking back the wounded. In another I escaped from Rangoon just one step ahead of the Japs.

I was the first war correspondent to set foot in the western desert of Egypt, and again it was a Chevrolet that laughed at the worst roads in the world outside of Russia, where they rely for victory, let me tell you, as much on the factories of their allies as on their own production. They need trucks that will stand up under road conditions you've never imagined.

In the mountains of Persia the new Polish legions from Russia use them to make the long trek to the railhead that takes them toward the Middle East.

In the great port of Basra, on the Persian Gulf, through which urgently needed Allied supplies flow to Russia, I've seen camouflaged trucks as thick as cornstalks in the fields at harvest time. You see them from one end of the Iraq desert to the other. You find them in the heart of the Belgian Congo. At this moment there is a stream of them taking supplies along the new road from India to China. More than 100,000 labourers have built that secret road in a few months, so that absolutely vital supplies can be sent to our Chinese allies as regularly as before the Japs cut the Burma Road.

I saw this miracle road being hacked through jungle, and slashed through malarial forests, like a conjuror eating coloured ribbons. Each morning a flock of Chevrolets brought up labour and materials, and later they carried guns, shells, airplane parts, gas, grenades and medical supplies. *Because of these trucks China can breathe again. And what is saving China will help to save the whole world of decent men.*



● Men in factories are as important as men in the front lines. That is the first lesson I learned in this war. Transport means as much as guns, for this is a war of Machines. Without trucks to supply the fighting men in never-ending streams, the war would be lost. —Jordan

CANADIAN BUILT



WAR PRODUCTS ARE SERVING IN EVERY THEATRE OF WAR

THAT'S US — LET'S GO!